

Titanic, Giant White Star Liner, Sinks After Collision With Iceberg on Her Maiden Voyage, and 1,800 Lives Are Reported Lost in World's Greatest Marine Disaster

**WIRELESS CALLS
SEND VESSELS
RUSHING TO AID
OF SEA COLOSSUS**

Through the Night They
Drive With Full
Speed to Reach
Titanic.

MEANTIME, WORLD
WAITS IN AGONY
OF SUSPENSE

Rescuing Liners Arrive Too
Late, and Biggest and Most
Luxurious Ship in World Goes
Down, Carrying Hundreds of
Passengers and Crew, Icebergs
Making Mock of Science,
Which Had Given of Its Best
to Make This Sea-Palace Indes-
tructible and Unsinkable.

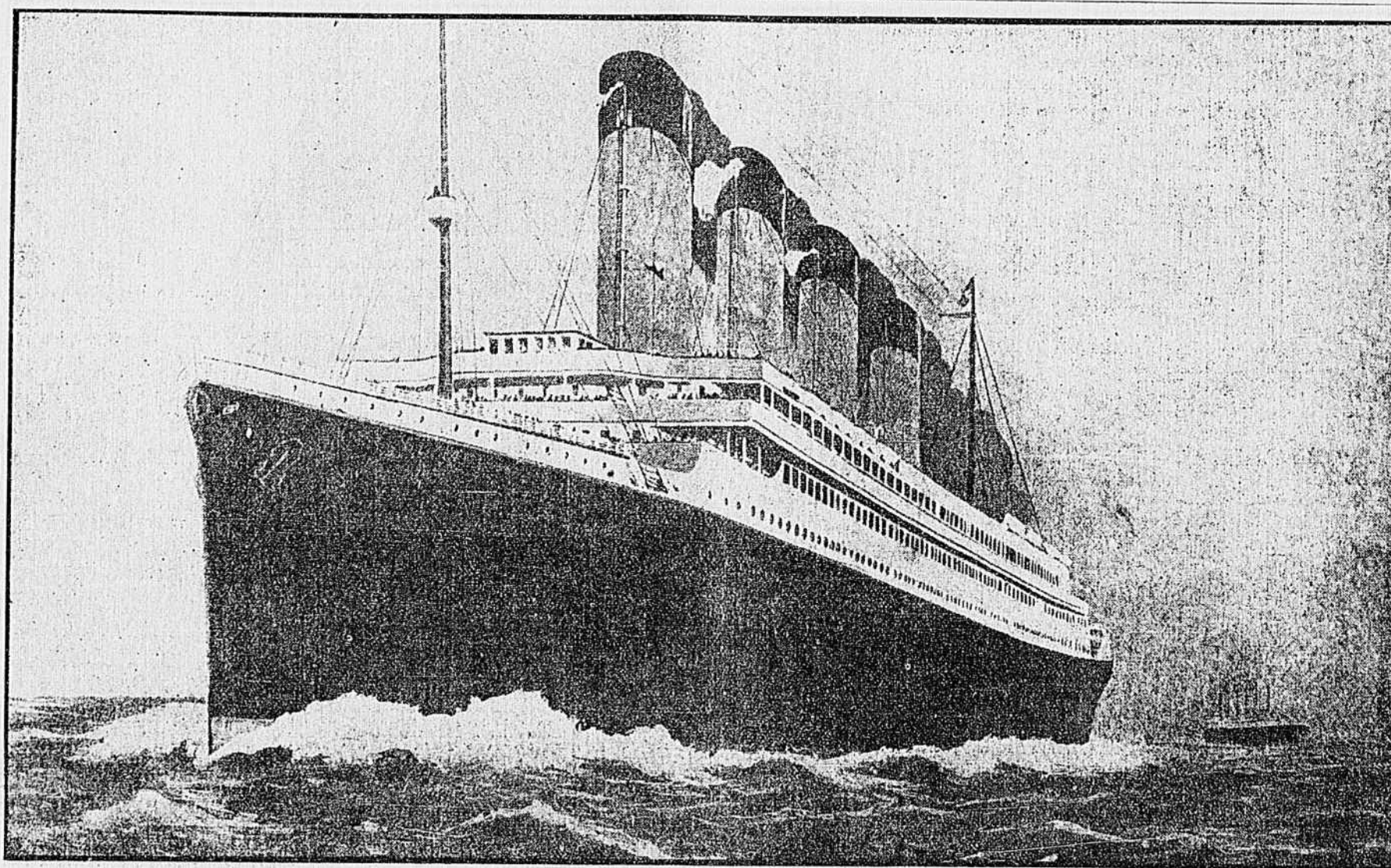
New York April 15.—The Ti-
tanic, of the White Star Line, the
biggest and most luxurious ship
in the world, lies at the bottom
of the sea just south of the Grand
Banks of Newfoundland and
600 miles southeast of Halifax.

On her maiden voyage, the
colossus of the steamships shat-
tered herself against an iceberg.
Nothing availed to keep her
afloat. The science of shipbuild-
ing prevails against winds and
weathers, but the mighty steel
ocean-goers of the twentieth cen-
tury are as much at the mercy
of fogs and ice as were the bot-
toms of a hundred years ago.
Staggering in the ice field, into
which she had driven at great
speed, the Titanic sped calls after
the hurrying liners of the upper
roads—the Cunarder Carpathia,
the Virginian and the Parisian,
of the Allan Line, the great Bal-
tic, the Good Samaritan of the
Atlantic, and the big Ger-
mans that were powering their
way between the continents. And
the wireless once more proved its
worth, for the Carpathia and the
Virginian, while in their course,
sped across the night, venturing
unknown dangers, and raced to
the disabled vessel.

World in Suspense.
It has been many years since the world
was left in such suspense and dread
as followed the first faltering news of
help from the crushed Titanic. At
10:30 o'clock on Sunday night the Vir-
ginian, speeding on her way to Glas-
gow, picked up the White Star steam-
ship's instant, frantic S. O. S., the
Marconi signal of distress and peril,
that clears the air of all lesser mes-
sages and stops ships at sea full in
the air tracks. Dash by dash and dot
by dot, the wireless worked un-
usually and blunderingly—Phillips re-
ached out to the world, crying the Titanic's
peril. A word or two, scattered
phrases, now and then a connected
sentence, made up the messages that sent
a thrill of appreciation for 1,000 miles
east and west and south of the doomed
liner.

Rushing to Her Aid.
Other rushing liners besides the Vir-
ginian heard the call and became on
the instant something more than cargo
carriers and passenger greyhounds. The
big Baltic, 200 miles to the eastward,
and westbound, turned again to save
life, as she did when her sister of the
White Star fleet, the Republic, was
cut down in a fog in January, 1902.
The Titanic's mate, Olympic, the might-
iest of seagoers save the Titanic her-
self, turned in her tracks. All along
the northern lane the miracle of the
wireless worked for the distressed

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THE TITANIC.

**OF ALL ON BOARD
ONLY 675 KNOWN
TO HAVE ESCAPED
DEATH IN OCEAN**

Those Rescued Mostly
Women and Children,
Who Were Taken
Off in Boats.

**BITS OF WRECKAGE
ALL THAT IS LEFT
OF GREAT VESSEL**

Steamer Carpathia Is Bringing
Survivors to Port—Two Other
Vessels Not Heard From, and
There Is Faint Hope That
They May Have Picked Up
Some of Titanic's Passengers.
In List of Those Reported Lost
Are John Jacob Astor, W. T.
Stead and Many Others Who
Are of World-Wide Promi-
nence.

New York, April 15.—The text
of the message from the steamer
Olympic, reporting the sinking
of the Titanic and the rescue of
675 survivors, which reached
here late to-night, also expressed
the opinion that 1,800 lives were
lost.

"Loss likely to total 1,800
souls," the dispatch said in its
concluding sentence.

It is hoped and believed here
that this is an error, unless the
Titanic had more passengers on
board than had been reported.
The list as given out showed
1,310 passengers and a crew of
860, or 2,170 persons in all. De-
ducting 675, the known saved,
would indicate a loss of 1,495 per-
sons. The Olympic's dispatch
follows:

"Carpathia reached Titanic po-
sition at daybreak. Found boats
and wreckage only. Titanic sank
about 2:20 A. M. in 41.16 north,
50.14 west. All her boats ac-
counted for, containing about 675
souls saved, crew and passengers
included. Nearly all saved wo-
men and children. Leyland liner
Californian remained and search-
ing exact position of disaster.
Loss likely to total 1,800 souls."

**SINKS FOUR HOURS
AFTER HER DEATH BLOW**

Eighteen hundred persons, it is
feared, sank to death early yesterday,
when, within four hours after she
crashed into an iceberg, the mammoth
White Star Line steamer, Titanic,
bound from Liverpool to New York on
her maiden voyage, went to the bot-
tom of the Newfoundland Banks. Of
the approximately 2,200 persons on
board the giant liner, some of them of
world-wide prominence, only 675 are
known to have been saved. The White
Star Line officers in New York, while
keeping up hope to the last, were
admitting that there had been "horrible
loss of life."

Accepting the early estimates of the
fatality list as accurate, the disaster is
the greatest in the marine history of
the world. Nearest approaching it in
magnitude were the disasters of the
steamship Atlantic, in 1873, when 524
lives were lost, and to La Bourgogne,
in 1898, with a fatality list of 571.
Some Hope Remains.
Should it prove that liners, notably
the Allan liners Parisian and Vir-
ginian, known to have been in the vicinity
of the Titanic early yesterday, had
picked up other of her passengers, the
extent of the calamity will be greatly
reduced. This hope still remains.
News of the sinking of the liner and
the terrible loss of life in consequence
came early last evening, with all the
greater shock because hope had been
sustained all day by reports that the
steamship, although badly damaged,
was still afloat.

COL. JOHN JACOB ASTOR IS AMONG DROWNED

Report Places His Name in
List of Titanic
Victims.

HIS WIFE IS SAVED

Son, Vincent, Leaves Office of
White Star Line in
Tears.

(Special to The Times-Dispatch.)
New York, April 15.—Among those
reported lost on the Titanic is John
Jacob Astor. His wife was saved.

(Special to The Times-Dispatch.)
New York, April 15.—Colonel John
Jacob Astor, reported lost on board
the Titanic, was fourth in suc-
cession of the family of John Jacob
Astor, the pioneer in the fur trade of
the west, and was the fourth son of
William Astor. He was born at Fern
Cliffe, Rhinebeck-on-the-Hudson, July
13, 1866. His mother was Miss Sarah
Schermerhorn, a descendant of a Dutch
family in Albany.

Colonel Astor was prepared for col-
lege by tutors, and at St. Paul's School,
New Hampshire. He was graduated
from Harvard in 1888, taking the de-
gree of B. S. After college he travel-
ed through Europe extensively. He
was married February 17, 1891, to
Miss Ava Lewis Willing, of Philadel-
phia, from whom he was divorced No-
vember 2, 1909. In this State, Mrs.
Astor got the custody of their daugh-
ter, Muriel, while their son, Vincent,
went to his father.

Colonel Astor's father died in 1892,
and he took up the business of his fa-
ther's vast estate, becoming the great-
est landlord. Among the hotels he
built are the Astoria and the St. Regis.
He invented a patent bicycle brake
that was widely used, a patent road
scraper, a patent turbine for steam-
ships, and a patent-making machine.
He wrote a book of his travels called "A
Journey Into Other Worlds."

Colonel Astor was married at New-
port September 8, 1911, to Miss Made-
leine Force, the twenty-year-old daugh-
ter of William H. Force, of this city.
Colonel Astor's son, Vincent, with
Colonel Astor's secretary, W. A. Dob-
blyn, and A. J. Drexel Biddle, inquired
anxiously at the White Star offices at
about 10 o'clock, but when the officials
of the line told the meagre news they
had, Vincent became much affected and
was weeping when he left the office.

A score of inquiries surrounded the
information clerk at all times, but
they could get no news except that the
Carpathia is bringing 650 of the Ti-
tanic's passengers.

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CARRIED NOTABLE PASSENGER LIST

People of Prominence Through-
out World Were on Board
Wrecked Liner.

(Special to The Times-Dispatch.)
New York, April 15.—The Titanic
carried a notable list of first cabin
passengers. There were 325 first cabin,
285 second cabin and 730 third cabin
passengers. Among those who called
at the White Star Line office to-day
to make inquiries about them were
William H. Force and his wife, whose
daughter, Madeleine, married Colonel
John Jacob Astor, and who was on the
Titanic with Colonel Astor.

So did John I. Walterbury, who is also
a director of the company. He said that
those who came to the office, but he
said that the "Mr. and Mrs. Morgan"
listed on the Titanic's passenger list
were not relatives of his. Mr. Morgan
is a director of the company, and he
held a brief talk with the officials.
So did John I. Walterbury, who is also
a director of the company.

Among others who were anxious for
information were Ex-United States
Senator William Clark, Colonel Daniel
S. Appleton, whose sister-in-law was
on the Titanic, and W. B. Dobblyn, sec-
retary to Colonel Astor.

There are some of the well-known
persons who were on the Titanic: Ben-
jamin Guggenheim, who married a
daughter of Joseph Seligman, the bank-
er; one of the sons of C. R. Guggen-
heim, Major Archibald Butt, President
Taft's aid, who has been in Rome; W.
D. Stead, the English journalist; George
D. Widener, Henry Sleeper Harper, a
grandson of John Wesley Harper, one
of the founders of the publishing
house; Washington Dodge and wife.
Mr. Dodge was city assessor of San
Francisco. He also was president of
the Continental Building and Loan
Association, which made a stir in Cal-
ifornia politics in 1905 by involving
many members of the Legislature in
bribery charges.

It was recalled to-day by friends of
Mr. Harper, who has been traveling
abroad for about a year, that he was
on a ship which rammed an iceberg off
the Banks of Newfoundland.

Among the other passengers are
Jacques Futrelle and his wife, who
write for the magazines; Washington
Roebbing II, a son of Charles G. Roeb-
bing and a grandson of John A. Roeb-
bing. Young Mr. Roebbing is the in-
ventor of a high power auto, among
other things.

Dr. Henry Frauenthal, another pas-
senger, is chief surgeon of the Hospital
for Deformities and Joint Diseases, in
this city. He has performed several

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FINANCIAL BLOW IS VERY SEVERE

White Star Line Will Lose
About \$3,000,000 on
Vessel Alone.

HAD \$5,000,000 INSURANCE

London Has Report That Vessel
Had \$5,000,000 in Bonds
and Diamonds Aboard.

(Special to The Times-Dispatch.)
New York, April 15.—With the Ti-
tanic a total loss, the financial blow
to the International Mercantile Marine,
of which the White Star Line is a
part, will be severe, probably amount-
ing to over \$3,000,000. While the of-
ficials of the company declined to say
to-day how much insurance was car-
ried in the big ship, it is known that
the amount was about \$5,000,000. This
insurance was distributed among many
companies. Part of the insurance, not
only a small part, was carried by the
White Star Line itself.

As to cargo, it was insured by the
shippers. The company has nothing to
do with the insurance of the cargo.
The Titanic carried a cargo of 1,400
tons, of what is known as case goods,
a high class cargo consisting of linen
and mercantile goods. It was esti-
mated to-day by an official of the
White Star Line that the cargo was
worth probably \$750,000.

If there were any diamonds on
board, the White Star Line officers
here had not been notified to that ef-
fect. There was a report in London
that the Titanic carried about \$5,000,-
000 in bonds and diamonds. This
statement could not be verified here.
It is known that Iceberg & Company,
(Continued On Eighth Page.)

OFFICIALS CONCEDE GREAT LOSS OF LIFE

**PEOPLE ON SHIPS
GET FIRST NEWS**

Many Vessels Were in Wireless
Communication With
Titanic.

(Special to The Times-Dispatch.)
New York, April 15.—Thousands of
Americans and others afloat probably
had more news about the Titanic's mis-
hap than the residents of this neigh-
borhood knew this morning from edi-
tions of this morning newspapers. She
was in direct wireless touch with thir-
teen passenger-carrying steamships
bound east and seven bound west, be-
sides those that went to her help. By
relaying the messages, this fleet prob-
ably communicated the news to another
fleet almost as large, nearing this coast
or just departing from it, or close to
the coast of Europe, so the whole
peopled sea, from shore to shore, was
able to discuss the collision at breakfast
and luncheon.

Among the eastbound craft that were
close enough to the Titanic to get her
call for help were the Hamburg-Amer-
ican liner America, for Hamburg; the
Oceanic, for the La Veloce Line, for the
Mediterranean; the Hamburg-American
liner Pennsylvania, for Hamburg; the
North German-Lloyd liner Berlin, for
the Mediterranean; the Red Star liner
Vaderland, for Antwerp; the North
German-Lloyd liner Prinz Friedrich
Wilhelm, for Bremen; the Fabre liner
Germania, for Marseilles, and the An-
chor liner Calabria, for the Mediter-
ranean.

Some of those coming this way that
probably heard the wireless call and
got all of the detailed information sent

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Early in Evening White Star
People Admit Magnitude
of Disaster.

STILL HOPING FOR BEST

Believed News From Parisian
and Virginian Might Prove
Reassuring.

(Special to The Times-Dispatch.)
New York, April 15.—At 8:15 to-
night it was stated officially by the
White Star Line offices that probably
a number of lives had been lost in the
Titanic disaster. No definite estimate
could be made, it was said, until it was
positively learned whether the Pa-
risian or Virginian had any of the re-
scued passengers on board.

Concedes Horrible Loss of Life.
Vice-President Franklin, at 8:40
o'clock to-night, conceded that there
had been "a horrible loss of life" in
the Titanic disaster. He said that he
had no information to disprove the
Associated Press dispatch from Cape
Race to the effect that only 675 of
the passengers and crew had been re-
scued. He said that the monetary loss
could not be estimated to-night, al-
though he intimated that it would run
into the millions.

"We can replace the money," he ad-
ded, "but not the lives."
Mr. Franklin said: "It has been
rumored from Halifax that three
steamers have passengers on board,
namely, the Virginian, the Carpathia
and Parisian. Now we have heard
from Captain Haddock that the Titanic
sank at 2:20 o'clock this morning. We
have also learned from him that the
Carpathia had 675 survivors on board.
It is very difficult to learn if the Vir-
ginian and the Parisian have any sur-
vivors on board. We have asked Cap-
tain Haddock and our agent at Hal-
ifax to ascertain if there are any pas-
sengers aboard the two steamships."

"We very much fear, however, that
there has been a great loss of life, but
it is impossible for me to give fur-
ther particulars until we have heard
from the Parisian and Virginian. We
have no information that there are
any passengers aboard these two
steamships."

Mr. Franklin said that there was a
sufficient number of lifeboats to take
all the passengers from the Titanic.
He said that he had been confident to-
day, when he made the statement that
the Titanic was unsinkable, that the
steamship was safe, and that there
would be no loss of life. The first
definite news received came in the
message from Captain Haddock, he
said, and was given to the Associated
Press at once.

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PREVIOUS BIG SEA DISASTERS

Date.	Name.	Accident.	Lost.
January 13, 1895.	The Elbe.	Collision.	330
July 4, 1898.	The Bourgogne.	Collision.	530
July 3, 1904.	The Norge.	Foundered.	759
September 12, 1905.	The Mikasa.	Explosion.	509
June 15, 1904.	The General Slocum.	Fire.	659
February 12, 1907.	The Larchmont.	Collision.	188
February 21, 1907.	The Berlin.	Run on pier.	150
April 25, 1908.	The Gladiator.	Collision.	30
July 28, 1908.	The Viking King.	Foundered.	300
August 24, 1908.	The Polgenfonten.	Collision.	70
November 6, 1908.	The Tuisk.	Sunk.	150
January 23, 1909.	The Republic.	Collision.	6
February 2, 1911.	The Abenton.	Wrecked.	20
April 10, 1911.	The Troms.	Wrecked.	20
April 23, 1911.	The Asia.	Run aground.	20
September 5, 1911.	The Tucapel.	Wrecked.	81
October 2, 1911.	The Hatfield.	Collision.	200
April 3, 1911.	The Koombana.	Wrecked.	150

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